

GOOSE 50 YEARS OLD
S FEATURE OF SHOW
JUDGES TO FINISH WORK SOON,
SAYS HEWES.
LARGE CROWDS ATTEND

A goose, said to be fifty-one years old, is one of the features to be seen at the Indianapolis poultry and pet stock show at Tomlinson hall. The goose belongs to Lloyd & Son, of Greensburg, Ind., and the Lloyd has assured Theodore Hewes, proprietor of the show, that the goose is really fifty-one years old, and that the goose has in fact been handed down from one generation to another. The goose is a white of the cage to the other.

OFFICIALS MIA, BECHANGED, IS SAID

Continued from Page One. every possible assistance and to furnish the work itself, Mr. Hewes said. The opening day of the show brought out a large crowd both at the afternoon and evening sessions. The morning sales was reported by a broker, showing that there was an interest on the part of farmers and poultry raisers in developing high-class stock. The poultry supply houses have interesting exhibits at the show which are designed to be of benefit both to the experienced poultry raiser and to the novice.

Confusion Over Units

At first there was some confusion at the war department as to whether the 10th engineers or the 10th engineers were aboard the Tuscania. It finally was established that the 10th engineer regiment was on board. (This is a separate organization from the 10th engineer train which was on board.)

The Largest Regiment

The 20th engineers (foresters) is the largest regiment in the world, and consists of one battalion on the Tuscania. The aggregate strength of the regiment is 17,000 officers and men. Some of the units are still in training in a camp here. Colonel Henry B. Graves, chief of the regular army, commands the regiment and Henry B. Graves, chief of the 10th engineers, is lieutenant colonel. Neither, however, was with the battalion on the Tuscania.

Conflicting Information as to Whether the Tuscania as Part of the 10th Engineer Train, Developed This Information at the War Department.

While the official statement of the composition of the 10th engineer train on the Tuscania was that it consisted of the 1st and 2nd battalions of engineers and the 1st battalion of machine gunners; the 1st Michigan regiment was reported to have been on the Tuscania. The Michigan regiment was reported to have been on the Tuscania. The Michigan regiment was reported to have been on the Tuscania.

First News Arrives

First news of the sinking came in a report to the war department early last night, announcing that 1,100 survivors had been landed at Buncrana and that two widely separated Irish ports, Londonderry and Larne, had been reached. This was made known by a dispatch from the state department. It was feared that more than 1,400 including the Lusitania crew, had perished. The state department reported that 1,370 troops were aboard the Tuscania.

Some Doubt Raised

There was some speculation among the military officers as to whether the Tuscania might have struck a mine. The location of the disaster is in a region not previously frequented by submarines. The British government announcements say the ship was torpedoed and until detailed accounts of the incident are available, there is nothing to justify going behind the formal statement.

Travels Ahead of Fleet

A screen of destroyers or other swift craft travels ahead of a convoyed fleet. The destroyers are spread out over a considerable area. Virtually all the German submarines are equipped with listening devices of considerable distance so the approach of the destroyers may become known to the U-boat commander even before the vessels themselves are sighted. Fear of depth bombs would drive the U-boat below, but this would probably result in the sound of the destroyers' propellers had faded out, showing that they had passed. The U-boat probably would come to the surface then to explore.

One of Possibilities

As the listening devices show that a ship is within range, a torpedo could be fired by the submarine while still submerged. Sometimes under the laws of chance it might find its mark, and this may have happened with the Tuscania.

Wait Late for Details

President Wilson, who was attending the theater when the news of the

WHERE 'TUSCANIA WENT DOWN



The approximate point off the Irish coast at which the British transport Tuscania, carrying American troops to France, was torpedoed and sunk, is indicated by the cross. The map also shows Larne and Buncrana, Irish coast towns, where reports say that survivors have been landed. More than 600 American men and officers have reached Larne on the east coast to which the British authorities are rushing supplies from Belfast. Other survivors have reached Port Ellen, Islay, Scotland.

Transylvania, May 4, 1917; California, February, 1917.

Former Muncie Man on Tuscania

(Special to The Indianapolis News) MUNCIE, Ind., February 7.—Max Lipshitz, a member of the 10th engineers, who was aboard the Tuscania when it was torpedoed, Tuesday, off the coast of Ireland, is a brother of Abram Lipshitz, vice-president of the Muncie Foundry and Machine Company. The young man, who is twenty-six years old, is a resident of Detroit, but had lived in Muncie at intervals. His brother received a letter from him, dated January 25, which he said he was then preparing to reship to his home in Muncie. He said the Tuscania and it is not doubted he was on the torpedoed vessel. Efforts to learn the details of the disaster and the information concerning his brother availed Mr. Lipshitz nothing thus far.

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Fears for Son's Safety

(Special to The Indianapolis News) SULLIVAN, Ind., February 7.—W. R. Nesbit, attorney of this city, fears that his son, Maurice Nesbit, leader of a regimental band with the Michigan national guard, was on the Tuscania. Nesbit passed through New Jersey and has not been heard from since. He has been in training at the Sullivan high school and is twenty-six years of age.

Ship's Officers Reported Rescued

NEW YORK, February 7.—Cable messages received here in shipping circles today from London report that the captain, purser and chief steward of the Tuscania were saved.

New York Legislature Adjourns

ALBANY, February 7.—The legislature today adjourned out of respect to the men whose lives were lost on the Tuscania.

First Troop Ship, on Way to France, to Be Torpedoed

WASHINGTON, February 7.—Although prior to January 1 of the present year there were more than 200,000 American troops in France, according to the statement made by Secretary of War Baker, the Tuscania was the first transport to be torpedoed on the voyage from an American port to France. Several American transports, however, have been torpedoed on the return journey, after having debarked troops.

RED CROSS GETS BUSY

British and American Branches Aid Tuscania Survivors. LONDON, February 7.—The American Red Cross headquarters here dispatched Captain Edgar H. Wells and Captain Smith to Belfast as soon as news of the sinking of the Tuscania was received. The men were instructed to spend all money needed for supplies for the survivors. A telegram also was sent to the American consulate at Belfast, asking the British Red Cross for all of its resources at the disposal of the Americans and instructed its agents to under charter to the Cunard line, completes the destruction by submarines of a fleet of five passenger ships aggregating 27,815 gross tonnage owned by the American Ambassador Page received from the lord mayor of Belfast a telegram expressing his condolences.

PETER M'LEAN, CAPTAIN.

New York Records Show Tuscania's Crew Numbered 220. NEW YORK, February 7.—According to the records of the Anchor line here the Tuscania carried a crew of 220, under command of Captain Peter M'Lean. The majority of the crew being subjects of Great Britain.

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EVIDENCE CHIEF ENDS THE RADIO HEARING

Continued from Page One. next four years," referring to the position of Democratic chairman for Marion county by Bell, when they were unable to collect from certain saloon keepers, made their reports on cards to the mayor. Later the police drove customers from those saloons and otherwise harassed the business. It has been testified that the money that was raised was distributed by Bell, witnesses have said, and part, it was testified, was used to pay repeaters, buy boards and cause other corruption.

Money for the Election

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Witnesses for Government

One hundred and thirty-nine witnesses were called by the government in presenting its evidence in chief. The trial began Tuesday, January 29, the jury being obtained that day. Opening statements consumed part of the following morning, after which followed the call of witnesses, seven days being required to hear the government's case. The defense, by additional subpoenas delivered today to Mark Storen, United States marshal, has called 173 witnesses, many of whom will be used only as reputation witnesses. Besides these witnesses, the defense plans to put on such of the defendants on the witness stand, which means the total number of defense witnesses will exceed 200.

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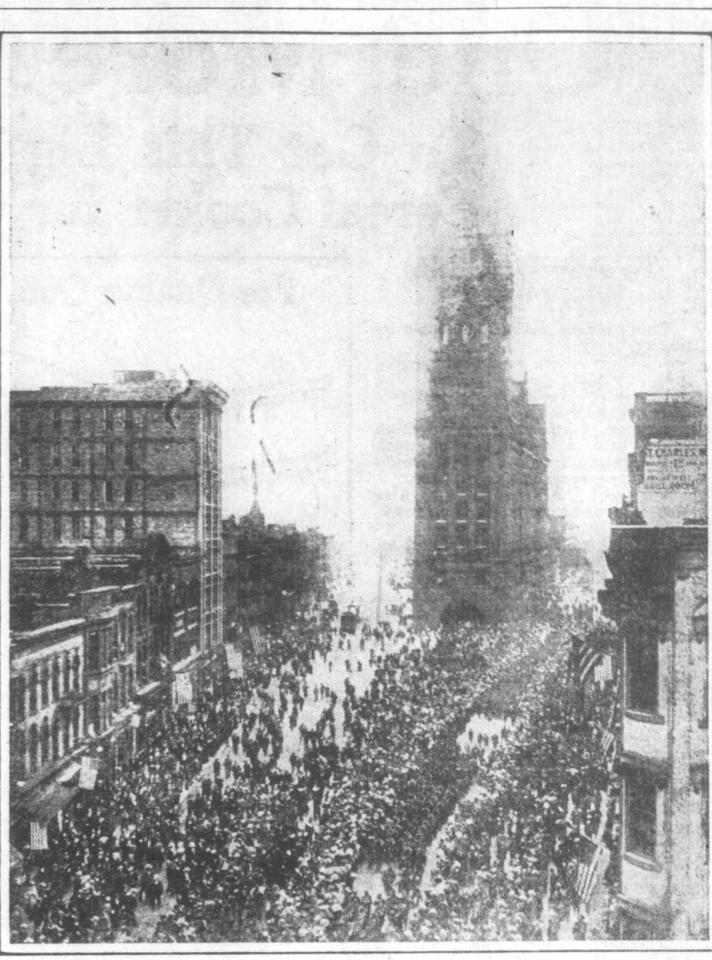
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HERE SOME OF THESE ON 'TUSCANIA?



Picture shows Milwaukee (Wis.) infantry leaving for mobilization camp when call to arms came. Wisconsin guardsmen were on the Tuscania. It is not known, though, what units of the Wisconsin brigade were aboard the vessel.

TUSCANIA, IN PASSENGER DAYS, ONE OF BEST-EQUIPPED STEAMERS

WASHINGTON, February 7.—The Tuscania was a British passenger and freight steamer of 14,348 tons gross register. She was built at Glasgow in 1914 and was owned by the Anchor Line. The last report of the Tuscania was her arrival at an Atlantic port January 11 last. The Tuscania, during her days as a passenger liner, was one of the best equipped vessels in the trans-Atlantic service. She made her maiden voyage in February, 1915, and for a time was in the service of the British admiralty, but later was restored to her owners for regular service. She was 567 feet long, with a 66-foot beam, and was equipped to carry 2,500 passengers in cabin and steerage accommodations. The ship had twin screws and a speed of about 18 knots. On several occasions since the war began she was used to transport troops. She was equipped with a complete set of armaments, including a 6-inch gun, and was capable of making a good sea.

By Starting Controversy

The government had introduced testimony to show that Hegarty "aided" the line of voters late in the day by starting a controversy concerning the right of O. B. Lawson and Sam Anderson to vote, and refusing to allow either to vote until the controversy had been settled, thus causing votes to be lost by the closing of the polls while voters were still in line. Hegarty denied delaying the voting, and said up one witness could answer, and the witness said he had not.

Appointed by Custodian

"Who appointed you custodian of the City Hall?" began L. Ert Slack, for the government, on cross-examination. "Mayor Bell," Hegarty replied. "And you took office when his administration was in the same day?" "Yes," Hegarty said. "You had been committee man during the election that elected Bell?" "After you were appointed city hall custodian you were appointed registration and election inspector?" "Yes, sir."

Hegarty in Blanket Denial

James Hegarty, in beginning his testimony as his first defense witness, said he was married and had seven children. In 1914, he added, he was Democratic inspector at the precinct of the First ward. A blanket denial was made by the witness of wrongdoing in his precinct. The government had introduced testimony to show that during the registration period Hegarty had tried to limit the registration to the first day; that on election day he was busy in trying to "slow up" the voting, and that voters went toward his home nearby and came back with identification slips of paper. He denied all this.

Deery Tells About Records

George Hutsell, city clerk of Indianapolis, identified two records—one the disposition docket and the other the felony docket of the city court. James E. Deery, formerly city judge, testified the records showed twenty cases for alleged violation of the registration or election laws. "How many were to the grand jury?" the government counsel inquired. "Three or four," Deery replied. "In how many were there no prosecutions?" "Five," Deery said. "What became of the remainder?" "They were dismissed," Deery said. The defense by both David K. Tone

been given," said the court, who, however, allowed the witness to answer. "I don't believe the court sees the relevance of showing the instructions," said David K. Tone. "Maybe I don't," said Judge Geiger, significantly.

Athenaeum May Be German House Name

It was understood today that the name of the German House will be changed to the Athenaeum of Indianapolis. The latter name, it is said, is the one which has been chosen by a committee which was selected some time ago, and which has had the matter under consideration. It is understood also that this name selected by the special committee will be accepted or already has been accepted by the board of directors.

DEPLORES APATHY IN U. S.

Dr. Powell Says Sinking of Tuscania Should Wake Up Americans. (Special to The Indianapolis News) WILLIAMSPORT, Ind., February 7.—Fewer than 100 persons attended the opening session of the war conference for Warren county this morning, by roads delaying attendance from outlying townships until noon. D. T. McDonald, of Indianapolis, substituting for H. D. Armstrong, of the War Savings association, made the opening address and presented a strong appeal for individual compliance with requests that the war effort be maintained.

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WEATHER INDICATIONS.

Table with weather forecasts for various locations including Indianapolis, Chicago, and other cities. Includes sections for 'Local Forecast', 'United States Weather Bureau', and 'Hourly Temperature'.